

98-84395-1

Davis, Charles Henry

How the U.S. can get good  
roads everywhere...

[Washington, D.C.]

[1918]

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MASTER NEGATIVE #

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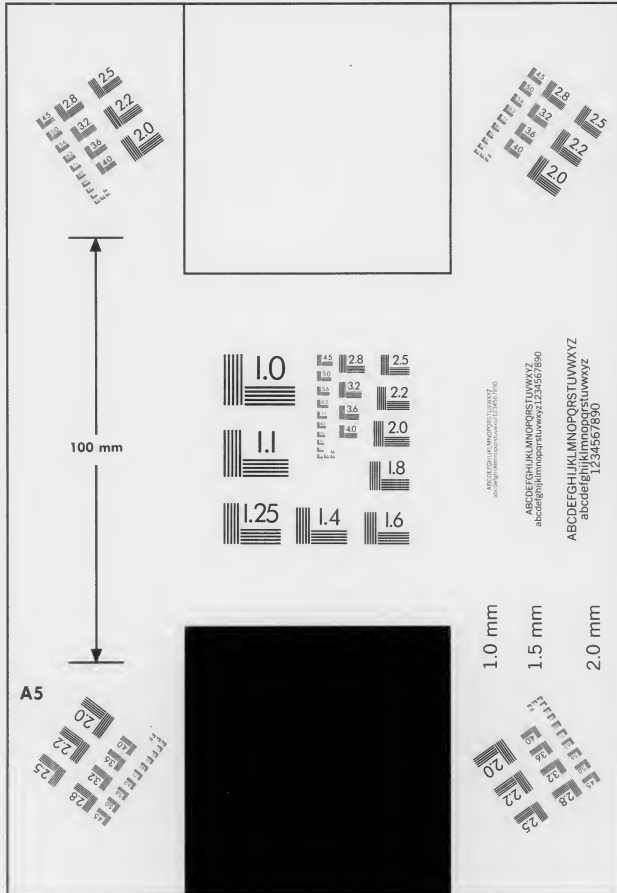
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How the  
United  
States  
Can Get

Through a System of National Highways



INCORPORATED A. D. NINETEEN HUNDRED AND TWELVE IN THE CITY OF WASHINGTON  
DISTRICT OF COLUMBIA, UNITED STATES OF AMERICA

A membership corporation which exists to favor, foster, and further the development of NATIONAL HIGHWAYS and GOOD ROADS EVERYWHERE in the length and breadth of these United States of America, and to secure the benefits—social, moral, commercial, industrial, material, educational, and personal—in the progress and uplift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural productive areas of the Nation, and will “bind the States together in a common brotherhood, and thus perpetuate and preserve the Union.”

Good  
Roads  
Every-  
where

An Address by Charles Henry Davis, C. E., President National Highways Association  
Offered to Those Assembled at the Meeting of the United States Good Roads Association  
Little Rock, Arkansas, April 15, 16, 17, 18, and 19, 1918



POOR ROADS—2,000,000 MILES OF THEM!

Flooding, straining every muscle,  
Mud and water to their knees,  
Two miles an hour is rapid going,  
Plowing through such roads (?) as these!

HOW can the United States—48 of them—get Good Roads Everywhere? One hundred million people want them. They have needed them one hundred years or more. They have wanted them fifty years or more. Why have we grown into one of the great nations of the world, to be the only great nation without Good Roads Everywhere? How did our more active and prosperous counties first get their good roads, such as they were? How did the few States, that as yet have only made but a beginning, get theirs? The answers will show us the way, if we have the honesty and the truth to follow.

One thing is sure. No such platitudinous resolutions as were adopted by the Chamber of Commerce of the United States at Atlantic City, September 24, 1917, will help much. They advocate no plan. They have no real force or purpose. In fact there is but one plan that will attain our great objective,—GOOD ROADS EVERYWHERE,—only one way—the way advocated by the National Highways Association and its founders. The only definite, concrete plan advanced from any source—the plan advocated from the beginning in the educational program of the Association—is the plan expressed in the name of the Association—NATIONAL HIGHWAYS. This is the plan followed in other countries where they have attained Good Roads Everywhere, and is likewise the method whereby a few good State highways have been attained by a very few of our 48 States.

Our nation is spending billions of our money in war preparation. Much that is going into emergency efforts will be thrown away. Very much less than our people are yet aware of is going into sound, lasting,

permanent preparedness. A great military authority, of national repute and patriotism, has said:—

“We could probably obtain adequate national defenses in ten or fifteen years, provided we seriously undertook and conscientiously carried through the work.”

The same authority recently wrote the author the following (to quote and paraphrase):—

“National Highways will do more than any other one thing for real development and defense of our country.”

And yet we have voted billions upon billions of money, of which practically nothing is for military or industrial roads. Such a policy—or lack of policy—does not make for the confidence of our people. We are all for preparedness—real preparedness—for the defense of our dear country.

It is stated that 50,000 or more loaded cars are in transit that cannot be handled at our eastern, western, and southern seaports. Loaded freight cars are standing on hundreds of miles of sidings within two or three hundred miles of these terminals. These cars cannot be moved. Flour, grain, lumber, iron, and steel are stopped in transit. Lack of cars and locomotives, inadequate harbor facilities, docks, lighters, vessels,



“GOOD ROADS EVERYWHERE”

There is life and health and pleasure  
In the sunshine and the air;  
Two fast horses and a surrey,  
And — “Good Roads Everywhere!”

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There is life and health and pleasure  
In the sunshine and the air;  
Two fast horses and a surer  
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A COMMON THING—ABANDONED FARM ON A BAD ROAD  
There are Thousands of Them on Our 2,000,000 Miles of Poor Roads!  
Fifty million country people—men, women, children—live on 2,000,000 miles of roads like this. They have the right to live on "Good Roads Everywhere." The Nation should give them "Good Roads Everywhere."



NO ABANDONED FARMS ON THIS ROAD OR ON "GOOD ROADS EVERYWHERE"  
Give our people roads like this and they will "go back to the land." They belong there! They will be happy there! They will be prosperous there! And this is the only way they can be, continuously, both happy and prosperous.

terminals, and tracks are all partly held responsible for the trouble. Shipments of freight, and even express, over distances of less than 100 miles, take weeks for their delivery.

This being true in time of peace within our home territory, although at war upon foreign soil, is it not obvious that in times of war within our own borders we would find ourselves absolutely without the needed transportation facilities? Such transportation preparedness is the rock upon which battles are won or lost.

The French, in 1870-71, were defeated largely for that reason. Troops held for days where they are not supposed to be, without support or supplies and food, become mobs, and mobs cannot fight.

Battles cannot be successfully fought unless the machinery of transportation for men, horses, artillery, equipment, ammunition, supplies, and food is on time like clockwork. There can be no waiting, no delays, and promptness in execution depends primarily upon transportation.

And how well equipped do we find our country in highway transportation facilities? Worse, far worse, than our railroads. And yet our highways should supplement our railroads as well as perform their natural functions. As a matter of fact, to all intents and purposes, we have not even begun to get good highways for peaceful, industrial uses. One can only travel a few miles over a good road before coming to many, many miles of poor roads, and more of utterly vile ones, for many months in the year. Hardly a mile of even our so-called good roads could stand the constant, intensive traffic of a military campaign. They have not been located or built with any thought of such possible use. Most of them are not even wide enough for industrial uses, to say nothing of their construction.

We seem to go ahead with our eyes shut and our minds closed to what Europe has accomplished in highway building. Germany, even today, in the midst of a life-and-death struggle with overwhelming odds, is putting more effort into building military and industrial roads than

into almost any other one activity. Many of our so-called road officials are butchers, bakers, or candlestick makers, quite incapable of doing what should be done even though told what was necessary.

Our system of roads could be made to help out our railroads both in times of peace and times of war. There is, however, but one way to attain these results within any reasonable cost and time. Just as town or township roads were unable to properly serve a county, so county roads were found inadequate for State needs, and now we are seeing that State roads cannot serve the nation.

We must have a four-fold system of highways—national, state, county, and town (or township)—before we can possibly hope for a road system that will serve our people. As these roads are paid for by the people, owned by the people, and free to all the people, they can be located and built primarily to best serve the people, both in peace and in war.

Our States do not permit their counties to dictate the terms and conditions under which State highways shall be built. Our States would scout the idea of leaving to their counties the building of State highways passing through said counties. The nation cannot permit the States to dictate the terms and conditions upon which our national highways shall be built. The nation cannot permit the States to build them piecemeal. The nation must do the work, pay for it, and afterwards maintain our great system of national highways, that they may "exist to favor, foster, and further the development of good roads everywhere in the length and breadth of these United States of America, and which will secure the benefits—social, moral, commercial, industrial, material, educational, and personal—in the progress and uplift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural productive areas of the nation, and 'TO BIND THE STATES TOGETHER IN A COMMON BROTHERHOOD, AND THUS PERPETUATE AND PRESERVE THE UNION.'"

To repeat. Only by the method followed in other countries can we attain Good Roads Everywhere. They all have built great NATIONAL military and industrial highways. There is no other road for us towards Good Roads Everywhere than by and through a system of National Highways built and maintained by the National Government.

None of our transcontinental highway associations—standing for the building of North and South, East and West, roads—can hope for their realization except by and through their building by the National Government. The great projected Bankhead National Highway can never be built, finished, and maintained in any other way. So it will be with the Lincoln Highway, the National Old Trails Road, the Dixie Highway, the Dixie Overland Trail, the Jefferson Davis Memorial Highway, the Jackson Military Highway, the Southern National Highway, Meridian Road, Pacific Highway, and all the other hundred and more similar associations now affiliated with the National Highways Association.

Many people in the small northeastern section of our country are antagonistic to the National Government engaging in road building. This section comprises the six New England States and New York, New Jersey, and Pennsylvania. Comparatively few people in the South, Southwest, Mississippi Valley States, Northwest, Rocky Mountain regions, and the Pacific States, comprising the rest of the country, appreciate or understand this antagonistic point of view. This objection is not confined to a particular plan, but to any participation in such an undertaking by the National Government. Of course all Easterners are not so opposed. The big, broad-minded, far-seeing men of vision know to the contrary. Also, many people do not know the vital difference between so-called "Federal Aid" and National Highways. The former means gifts of moneys to the States to help build roads. Various plans for this are suggested, but they are all fundamentally unsound because of the "aid" or "gift" feature contained in all. This method relieves the Federal Government of all responsibility, and will inevitably result in "pork" and not in roads. National Highways, on the other hand, limit the mileage and fix the responsibility where the people can see and judge of the honesty and efficiency of their public servants, and thus assure the money getting into roads.

If there is one section of the country more than another where the good roads movement has not gained a foremost place in the minds of the people, it is the northeast corner, comprising New England and the Middle Atlantic States:—

Maine	Massachusetts	New York
New Hampshire	Rhode Island	New Jersey
Vermont	Connecticut	Pennsylvania

There are many reasons for this, the most important being the following:—

The States above named are, as a group, the oldest and wealthiest in the Union. Their population is comparatively dense. Large and wealthy cities abound. Their roads, while not by any means approaching what they should be, are in general superior to those of the remainder of the country. Much more money has been available for their



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improvement than for those located in the newer, more sparsely settled and therefore poorer, States.

The percentage of improved roads in this northeastern corner is 14.47%. In the remainder of the country only 7.83% are improved, or relatively about half as great. This northeastern corner has 12.2% of the total mileage of all public roads, while the rest of the Union has 87.8%. On the other hand, the East has little to be proud of. This seeming superiority is really not as great as should be expected. The population is 28% of the whole; the wealth, 30.4%; the area, only 5.4%. Surely the East has little to be proud of with such greater advantages. This is more clearly brought out by the following table:—

Items	Whole United States	Northeastern Corner	Per Cent
Population .....	91,972,266	25,868,573	28.0
Wealth .....	\$107,104,211,917	\$38,301,888,571	35.8
Improved Roads (miles) .....	190,476	38,868	20.2
Land Area (square miles) .....	2,973,890	161,976	5.4
Public Roads (total miles) .....	2,199,646	268,534	12.2
National Highways (proposed)	50,483	5,143	10.1

Thus, it is shown that the Central, Western, and Southern States have made greater progress in road construction in relation to their wealth, population, and area, and therefore ability, than the Eastern States.

But possibly the greatest factor which causes some Eastern people to be relatively phlegmatic in regard to good roads, or possibly even antagonistic to them, is that this movement has now come to direct its attention very largely upon the National Government participating in road construction. The reason is not hard to find. Among all the various plans which, from time to time, have been advanced, either for "Federal Aid" to the States or for National Highways, there are none which, upon casual inspection, appear to give the Eastern States a fair share of the money or roads, as the case may be. With most of the plans this criticism is quite just. On the other hand, a system of National Highways can be so designed, and its financing so arranged, that no such criticism will be justified.

When an Easterner looks at a map of the United States upon which are drawn a number of lines, all of equal weight, representing a system of National Highways, he is quite likely to say to himself, "The sparsely settled Western States get most of the roads, whereas we of the thickly settled East will have to pay for them." Most likely he will not stop to think that the roads would NOT all be constructed of the same materials, and be of the same width and thickness, thereby costing the same amount per mile to build.

Without attempting to designate what type of road should be built in any section of the country, nor to predict the cost of same, it is quite apparent that to build an expensive asphalt boulevard in a sparsely populated district would be money thrown away. Likewise, to build a light, water-bound, macadam road to connect two large cities, a short distance apart, would be worse than folly. It is therefore obvious that national funds for National Highways would be spent in an equitable manner, dependent upon the relative traffic which the designated roads would have to carry and which in turn bears a close relation to the density of population.

A second objection which an Eastern man might offer against National Highways is that many of the through roads of the East have already been improved at State or local expense. To turn these over to the National Government for National Highways would therefore appear to mean a double contribution to this work. The answer to this argument is that a fair compensation should be paid by the Government for all improved roads, thus taken over.

If, however, National Highways should still seem to produce a balance to the good for the West and South over the East, such favoritism would still be only apparent and not real, for many reasons. The improvement of those roads which naturally would comprise a system of National Highways will be primarily of national benefit also. To within a short time roads were always considered of purely local interest. For this reason, more than any other, they have remained unimproved. It is not necessary to go into arguments to prove how each individual road has its proportionate effect upon the prosperity and welfare of the entire country. As a typical example, the following will indicate how the East must vastly benefit by good roads in the West.

Practically half (47.5%) of the manufactured products of this country are made in factories located in the previously named Eastern States. Their area comprises only about five per cent (5%) of the total area of the United States. On the other hand, the raw materials used in this manufacturing come very largely from the remaining ninety-five per cent (95%) of the country. The great army of people in the East, dependent for their living upon these manufacturing establishments, should therefore be greatly interested in the roads of the West over which their raw materials must be hauled for a greater or less distance. A like argument also applies to the raising of farm products in the West and their consumption in the East. Can any one argue that good roads in the West will not lower the cost of living in the East as well as the West?

A slightly different view-point can be illustrated by reference to the State of Montana. The great copper-mines which produce so much wealth in this State are largely owned in Boston and vicinity. Do not these Eastern residents owe it to Montana to help provide for their roads as well as the roads of Massachusetts? The railroads of the West are mostly owned in the East. So are many other industries. The East automatically gains immense profits out of the activities of the West. National Highways will automatically return some of it where



POOR ROADS—POOR SCHOOLS—IGNORANCE—POVERTY

With 2,000,000 Miles of Roads Like This!

Many of 18,000,000 school children often do not get to school on 2,000,000 miles of roads like this! Twelve million other children do not go to school mostly because of 2,000,000 miles of roads like this!



GOOD ROADS—GOOD SCHOOLS—KNOWLEDGE—PROSPERITY

With "Good Roads Everywhere!"

Thirty million school children could ALL go to school every day in the year with "Good Roads Everywhere."

it will again redound to the benefit of the West, only to react again favorably on the East.

One could go on citing examples of this kind without number, all proving the great truth that whatever benefits one portion of a nation benefits the WHOLE nation. This must be admitted by all except those afflicted with an abnormal amount of sectional pride or greed. And, in view of this fact, it is believed that no one can offer any sound objection to the building of a comprehensive system of National Highways,—highways built, owned, maintained, and controlled by the people of the whole Nation as a unit, and likewise for the use and benefit of all the people, East and West and North and South.

The thirty-nine States of the Union outside of this small northeastern section have 78 votes in the United States Senate to 18 representing the nine Northeastern States. Some of these 18 are big enough and broad enough to know the untold value of such a system of National Highways. These thirty-nine States also have 312 votes in the House of Representatives while the nine Northeastern States have only 123 votes, some of which also know and understand the economic, financial, social, and moral value of the National Highways as the only vehicle by which the Nation can attain Good Roads Everywhere.



THE NATIONAL HIGHWAYS ASSOCIATION takes pleasure in complying with the request of the Treasury Department of the United States Government to display in all of its publications the War Savings Stamp Appeal as it appears herewith.



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By	Whole United States	Northeastern Corner	Per Cent
Population .....	91,572,266	25,868,573	28.0
Wealth .....	\$107,101,211,917	\$38,301,588,571	35.8
Improved Roads (miles) .....	190,176	38,868	20.2
Land Area (square miles) .....	2,973,800	161,976	5.4
Public Roads (total miles) .....	2,199,646	268,531	12.2
National Highways (proposed) .....	50,185	5,143	10.1

Thus, it is shown that the Central, Western, and Southern States have made greater progress in road construction in relation to their wealth, population, and area, and therefore ability, than the Eastern States.

But possibly the greatest factor which causes some Eastern people to be relatively phlegmatic in regard to good roads, or possibly even antagonistic to them, is that this movement has now come to direct its attention very largely upon the National Government participating in road construction. The reason is not hard to find. Among all the various plans which, from time to time, have been advanced, either for "Federal Aid" to the States or for National Highways, there are none which, upon casual inspection, appear to give the Eastern States a fair share of the money or roads, as the case may be. With most of the plans this criticism is quite just. On the other hand, a system of National Highways can be so designed, and its financing so arranged, that no such criticism will be justified.

When an Easterner looks at a map of the United States upon which are drawn a number of lines, all of equal weight, representing a system of National Highways, he is quite likely to say to himself, "The sparsely settled Western States get most of the roads, whereas we of the thickly settled East will have to pay for them." Most likely he will not stop to think that the roads would NOT all be constructed of the same materials, and be of the same width and thickness, thereby costing the same amount per mile to build.

Without attempting to designate what type of road should be built in any section of the country, nor to predict the cost of same, it is quite apparent that to build an expensive asphalt boulevard in a sparsely populated district would be money thrown away. Likewise, to build a light, water-bound, macadam road to connect two large cities, a short distance apart, would be worse than folly. It is therefore obvious that national funds for National Highways would be spent in an equitable manner, dependent upon the relative traffic which the designated roads would have to carry and which in turn bears a close relation to the density of population.

A second objection which an Eastern man might offer against National Highways is that many of the through roads of the East have already been improved at State or local expense. To turn these over to the National Government for National Highways would therefore appear to mean a double contribution to this work. The answer to this argument is that a fair compensation should be paid by the Government for all improved roads, thus taken over.

If, however, National Highways should still seem to produce a balance to the good for the West and South over the East, such favoritism would still be only apparent and not real, for many reasons. The improvement of those roads which naturally would comprise a system of National Highways will be primarily of national benefit also. To within a short time roads were always considered of purely local interest. For this reason, more than any other, they have remained unimproved. It is not necessary to go into arguments to prove how each individual road has its proportionate effect upon the prosperity and welfare of the entire country. As a typical example, the following will indicate how the East must vastly benefit by good roads in the West.

Practically half (47.5%) of the manufactured products of this country are made in factories located in the previously named Eastern States. Their area comprises only about five per cent (5%) of the total area of the United States. On the other hand, the raw materials used in this manufacturing come very largely from the remaining ninety-five per cent (95%) of the country. The great army of people in the East, dependent for their living upon these manufacturing establishments, should therefore be greatly interested in the roads of the West over which their raw materials must be hauled for a greater or less distance. A like argument also applies to the raising of farm products in the West and their consumption in the East. Can any one argue that good roads in the West will not lower the cost of living in the East as well as the West?

A slightly different viewpoint can be illustrated by reference to the State of Montana. The great copper-mines which produce so much wealth in this State are largely owned in Boston and vicinity. Do not these Eastern residents owe it to Montana to help provide for their roads as well as the roads of Massachusetts? The railroads of the West are mostly owned in the East. So are many other industries. The East automatically gains immense profits out of the activities of the West. National Highways will automatically return some of it where



POOR ROADS—POOR SCHOOLS—IGNORANCE—POVERTY  
With 2,000,000 Miles of Roads Like This!

Many of 18,000,000 school children often do not get to school on 2,000,000 miles of roads like this! Twelve million other children do not go to school mostly because of 2,000,000 miles of roads like this!



GOOD ROADS—GOOD SCHOOLS—KNOWLEDGE—PROSPERITY  
With "Good Roads Everywhere!"

Thirty million school children could ALL go to school every day in the year with "Good Roads Everywhere."

it will again redound to the benefit of the West, only to react again favorably on the East.

One could go on citing examples of this kind without number, all proving the great truth that whatever benefits one portion of a nation benefits the WHOLE nation. This must be admitted by all except those afflicted with an abnormal amount of sectional pride or greed. And, in view of this fact, it is believed that no one can offer any sound objection to the building of a comprehensive system of National Highways,—highways built, owned, maintained, and controlled by the people of the whole Nation as a unit, and likewise for the use and benefit of all the people, East and West and North and South.

The thirty-nine States of the Union outside of this small northeastern section have 78 votes in the United States Senate to 18 representing the nine Northeastern States. Some of these 18 are big enough and broad enough to know the untold value of such a system of National Highways. These thirty-nine States also have 312 votes in the House of Representatives while the nine Northeastern States have only 123 votes, some of which also know and understand the economic, financial, social, and moral value of the National Highways as the only vehicle by which the Nation can attain Good Roads Everywhere.



The NATIONAL HIGHWAYS ASSOCIATION takes pleasure in complying with the request of the Treasury Department of the United States Government to display in all of its publications the War Savings Stamp Appeal as it appears herewith.

# 150,000 Miles of National Highways

Build and forever maintained by the National Government, will also give us a system of STATE HIGHWAYS and a main COUNTY ROAD in every one of ALL the 3,04 counties in all our forty-eight States.

They will cost..... \$6,000,000,000.00  
(Note.—Our 260,000 miles of railroad lines are capitalized at \$22,000,000,000.00.)

If built in 20 years this means each year..... 300,000,000.00

Or for each person each year..... 3.00

And for the average family of four persons, each year..... 12.00

But as New York, Pennsylvania, New Jersey, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, having only five per cent of the area of the United States, have one half the national wealth these nine States in the North-eastern corner of our country will pay ONE HALF the cost of BUILDING and FOREVER AFTER MAINTAINING 142,500 miles of National Highways in the other thirty-nine States of the Union—therefore

The People of Alabama, Arizona, Arkansas, California, Colorado, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming would each pay each year for their National Highways ONLY..... 1.50

But in their building they will pay back their cost by loads two to eight times those hauled on poor roads.

These Thirty-nine States of the West, Middle West, and South have 396 Senators and Representatives in Congress,—a majority of 121 votes. Therefore the West, Middle West, and South have the power to gain National Highways at half their cost, and maintenance forever.

Why not demand that your Senators and Representatives vote for the building and maintaining forever by the National Government of a system of

# 150,000 Miles of National Highways

## Facts in the History of Road-Building

Good roads were first built by the more active and prosperous towns or townships. The larger centers of population grew within their limits. This attracted the road traffic on adjacent communities. Such traffic did not help build or maintain the roads it partly destroyed.

This destruction resulted in a demand for county County Aid appropriations for road-building. The money was first distributed among the towns or townships on some agreed plan, and were spent by them or under the joint authority of county officials. Under these conditions most of such money went into politics, and not into roads, and there was no uniformity in construction or care.

As a result of this work, there was a reaction County Roads in favor of County Roads built and maintained by the county officials. Then and only then, did the bulk of such appropriations get into roads, and there was a beginning of efficiency and uniformity.

But history repeated itself as between the counties. State Aid. The more active and prosperous built and maintained good roads. These were again destroyed by the traffic from adjacent counties. This traffic did not help build or care for the roads it destroyed. There followed a State-wide demand for State appropriations toward road-building. Again history repeated itself in the form of State Aid to the counties and towns, to be spent by them, or under joint authority of the State officials. And again most of such money went into politics, and not into roads, and lack of efficiency and uniformity persisted.

As a result of this waste, history once more repeated itself, and there was a demand for State Highways built and maintained by the State un-der its Highway Commission. Efficiency and uniformity were the result, and the money went into roads.

In these States which now have the best road systems we find, as the result of the above experience, a three-fold system, each under the exclusive jurisdiction of its properly constituted authorities. This has produced the largest mileage of good roads for the least expenditure. It has brought efficiency and uniformity out of chaos, and the money has gone into roads.

The advocates of National Highways therefore set out that such a system, built and maintained by the National Government, is the only sane and logical course to pursue. They claim that this would result in a four-fold system, each under the exclusive jurisdiction of its properly constituted authorities. They further claim that not the least advantage to be thus gained would be that—

NATIONAL HIGHWAYS would act as State, County, and Town Highways within the localities through which they passed. Therefore, just so many less roads need be built and maintained by such communities. As a result, there would be more money available for the building of State, County, and Town Roads.

STATE HIGHWAYS would likewise act as County and Town Highways in the local communities through which they passed. The results and benefits derived from National Highways would thus be accentuated, and still more money would be available for the building of County and Town Roads.

COUNTY ROADS would similarly act as Town Highways, thus again taking a burden from the shoulders of the towns through which they passed, and, finally, TOWNSHIP OR TOWN ROADS would be confined to those entirely within their borders, and yet they would have as many other roads for local use as there were National, State, and County Highways within their limits, built without expense to the towns.

## To Road Builders

Sand Clay road builders would build many miles! So would Gravel road builders! But so would Brick Stone road builders! And likewise Asphalt road builders! While Tar road builders would get their share! And Bituminous road builders likewise! With Hittellike road builders in the running! While Topkai would get them some! Concrete road builders might beat them all! If it were not for Brick road builders getting some! And Stone Block road builders what they can! But then Wood Block road builders would claim a share! Except that Asphalt Blocks might cut them down! And Bituminous Concrete still some more! While the Oil road builders would take all the rest! And finally, for every mile of National Highways built, there would spring up ten miles of State, County, and Town roads that can not and will not otherwise be built. But after all, the road users, on hundred millions of them,

The People of the United States, are demanding National Highways and Good Roads everywhere which will "bind the States together in a common brotherhood, and thus perpetuate and preserve the Union."

To this end is pledged the National Highways Association

# Good Roads Everywhere Four Fold System of Highways

	National Highways	State Highways	County Roads	Town or Township Roads	Good Roads Everywhere
<b>BENEFITS SURE TO RESULT FROM THE BUILDING OF GOOD ROADS.</b>					
Miles of Road in Proposed System .....	150,000	1,000,000	200,000	1,000,000	2,350,000
Percentage in each class of roads .....	6.5%	42.5%	8.5%	42.5%	100%
<b>SOCIAL BENEFITS</b>					
Schools and Children .....	78,200,000	40,000,000	7,400,000	40,000,000	92,000,000
Population directly served by roads .....	85%	43%	8%	43%	100%
Percentage directly served .....					
Rural population directly served by roads .....	36,300,000	18,400,000	5,600,000	41,100,000	48,300,000
Percentage of total Rural population .....	76%	38%	12%	85%	100%
Population resident in territory adjacent to roads .....	12,000,000	1,200,000	800,000	.....	.....
Children now attending schools, helped by good roads .....	1,200,000	7,700,000	1,500,000	7,700,000	18,100,000
Children not now in school, whose attendance would be possible with good roads .....	900,000	5,000,000	1,000,000	5,000,000	11,900,000
Persons now confined in prisons, who could be used on road work to great moral and economic advantage .....	7,400	48,800	8,600	48,800	113,000
<b>ECONOMIC AND FINANCIAL BENEFITS</b>					
Cooperation .....	Annual increment of ten year increase in land values at 15 per acre within 1 mile of road				
Equalization .....	\$50,300,000	\$105,300,000	\$119,100,000	\$105,300,000	\$1,308,800,000
and .....					
Distribution of .....	Savings on annual use of 57,000,000 horse trailers on 4,000,000 vehicles. Also on use of 2,000,000 bicycles, 200,000 motor cycles, and 2,000,000 automobiles .....				
Profits .....	\$300,000,000	\$135,000,000	\$30,000,000	\$135,000,000	\$600,000,000
between .....	Savings of investment in extra animals and vehicles annually .....				
City .....	\$1,000,000	\$29,800,000	\$5,800,000	\$29,800,000	\$70,000,000
and .....	Increase of 10 per cent in freight delivered to railroads annually from farms and mines alone .....				
Country .....	\$1,500,000	\$48,500,000	\$10,300,000	\$48,500,000	\$1,100,000,000
Savings in cost of annual transportation of 5,000,000,000 tons of freight over roads .....					
Financial Benefits (annually) .....	\$582,900,000	\$4,415,000,000	\$865,900,000	\$4,415,000,000	\$10,668,800,000
Financial Cost, annually (ten years to build) .....	\$300,000,000	\$1,500,000,000	\$200,000,000	\$500,000,000	\$2,500,000,000
Profit to the Nation, annually .....	\$582,900,000	\$2,915,000,000	\$665,900,000	\$3,915,000,000	\$8,168,800,000
Profit to the Nation in ten years .....	\$5,829,000,000	\$29,150,000,000	\$6,659,000,000	\$39,150,000,000	\$81,688,000,000

NOTE.—It is stated that \$250,000,000 is now being spent annually on the roads of the United States. Probably twice that, in nearer the mark. The first amount should build 20,000 or more miles, the second 40,000 miles—but none of us see such results! A Four Fold System of Highways under honest and competent authority should give the people of the United States "Good Roads Everywhere" within twenty years. It is obvious that in dealing with such vast figures round number approximations must be relied upon. The margins, however, are more than enough to make the conclusions deduced from them safe ones.

END OF  
TITLE